National Plan of Integrated Airport Systems (NPIAS)

2009-2013 Report and *Schedule for 2011-2015 Report*

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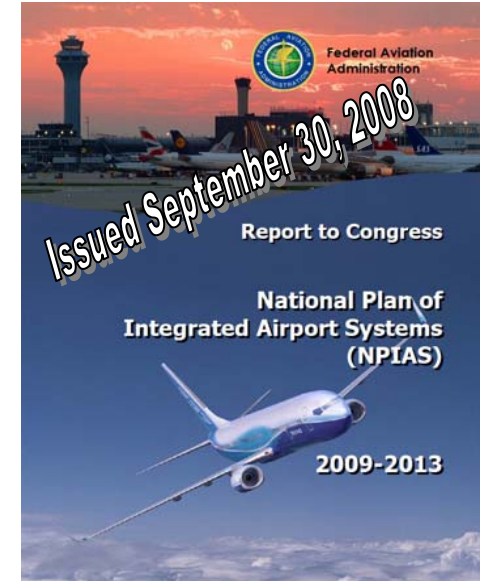Office of Airport Planning and Programming

July 2009

Federal Aviation Administration

What is the NPIAS Report?

- Issued every 2 years

- Identifies significant airports

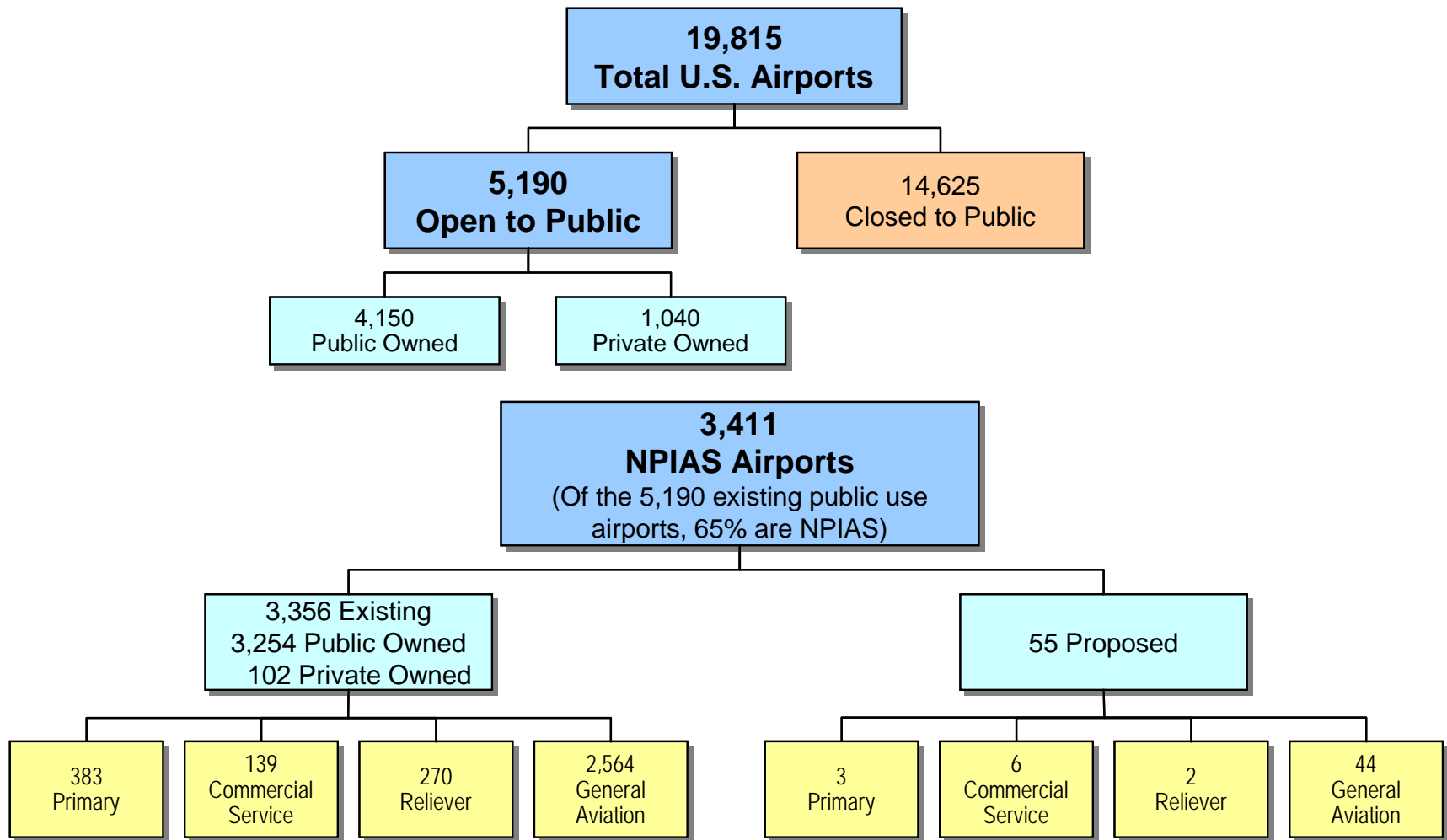- Cost of development needed over a 5-year period

- Condition and Performance

Issued September 30, 2008

Report to Congress

National Plan of Integrated Airport Systems (NPIAS)

2009-2013

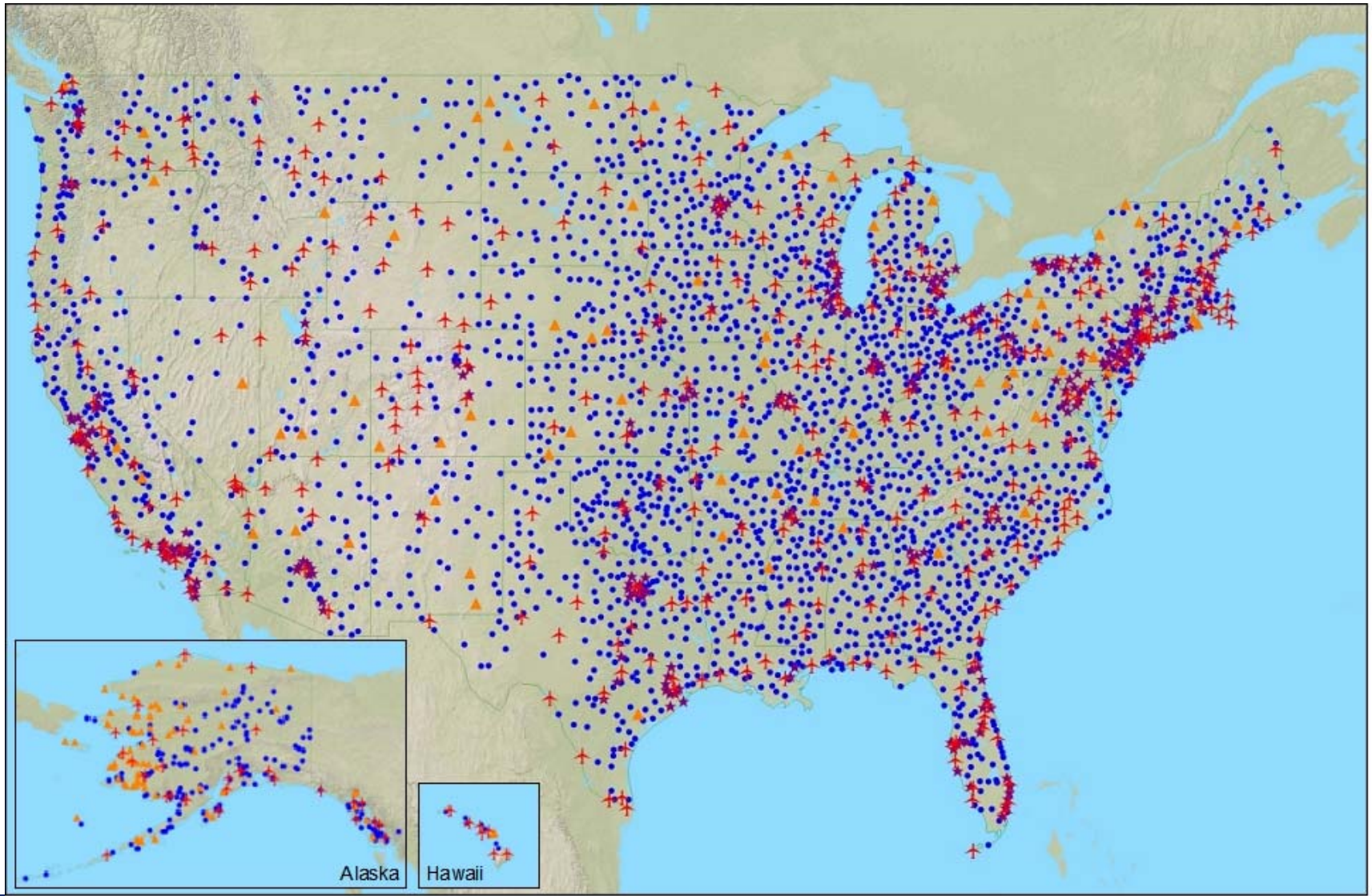*http://www.faa.gov/airports/planning_capacity/npias/reports/*

Purpose and Uses of NPIAS

- **Legal Requirement, due every other year, to Congress**

- **Defines national airport system & individual airport's role to Congress, public, and international representatives**

- **Identifies development <u>needed</u> at these airports to meet their role as shown in our Plan**

- **Utilized by Congress in discussions of total airport development needs**

- **Examined by federal auditors and industry**

- **Condition & Performance Report for Airport System**

Composition of U.S. Airport System

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                    ┌─────────────────────┐
                    │       19,815        │
                    │  Total U.S. Airports │
                    └─────────────────────┘
              ┌──────────────┴──────────────┐
    ┌─────────────────┐          ┌─────────────────┐
    │      5,190      │          │     14,625      │
    │  Open to Public │          │ Closed to Public │
    └─────────────────┘          └─────────────────┘
       ┌──────┴──────┐
┌─────────────┐ ┌─────────────┐
│    4,150    │ │    1,040    │
│ Public Owned│ │Private Owned│
└─────────────┘ └─────────────┘
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3,411 NPIAS Airports
(Of the 5,190 existing public use airports, 65% are NPIAS)

3,356 Existing 3,254 Public Owned 102 Private Owned	55 Proposed

383 Primary	139 Commercial Service	270 Reliever	2,564 General Aviation	3 Primary	6 Commercial Service	2 Reliever	44 General Aviation

NPIAS Airports

Alaska   Hawaii

Development Estimates

- Derived from locally prepared airport master plans and regional & state system plans

- Plans are reviewed and accepted by FAA

- Estimates were compiled through end of 2007 and early 2008

- Reflects infrastructure eligible for Federal funding in 2009 – 2013

- Does not include ineligible projects

- Includes unfunded development

- Categorized by purpose of development (9) & type of airport (7)

What are NPIAS development needs?

FAA Order 5090.3C

- AIP Eligible Development is included if:
  - Justified by aviation forecast (commercial service airport)
  - Justified based on design standards or lifecycle (GA or reliever)
  - Feasible for the type of airport
  - Supported by the airport sponsor
  - Without secured funding

- Development is grouped into near-term, mid-term, and long-term

- Needs are constrained by project eligibility, feasibility, and justification, <u>not</u> by funding

- Updated on a regular basis by FAA staff with extensive review and validation every two years

Development Should *Not* be Included *If*

- Funding sources are secured (PFCs, bonds, or other sources)

- It is <u>not</u> AIP eligible

- It is <u>not</u> justified by aviation forecast

- It is <u>not</u> feasible for the type of airport

- It is <u>not</u> supported by the airport sponsor

- Revenue producing projects that are AIP eligible should not be included *until* all other development needs are met
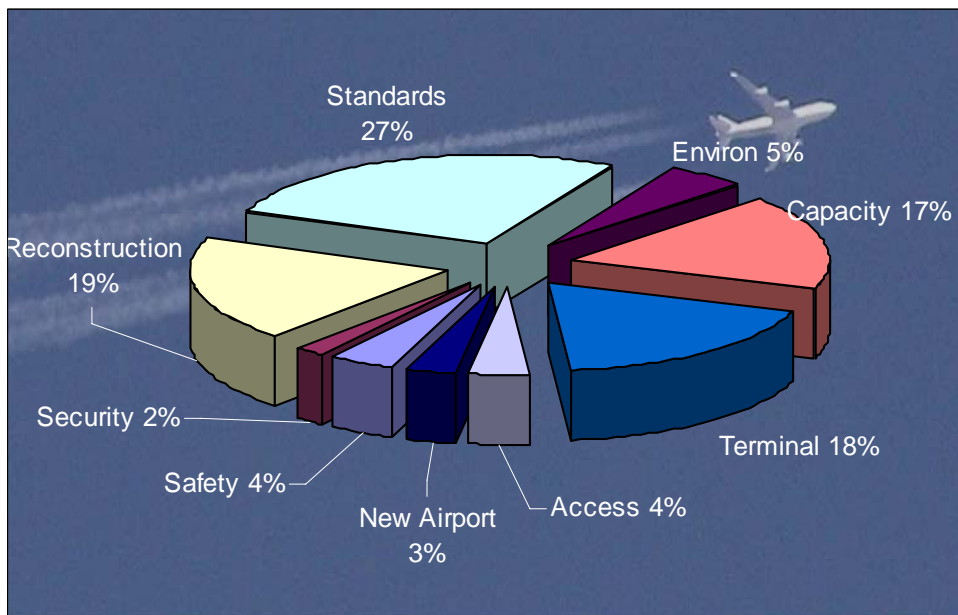
Development Needs

Purpose of Work
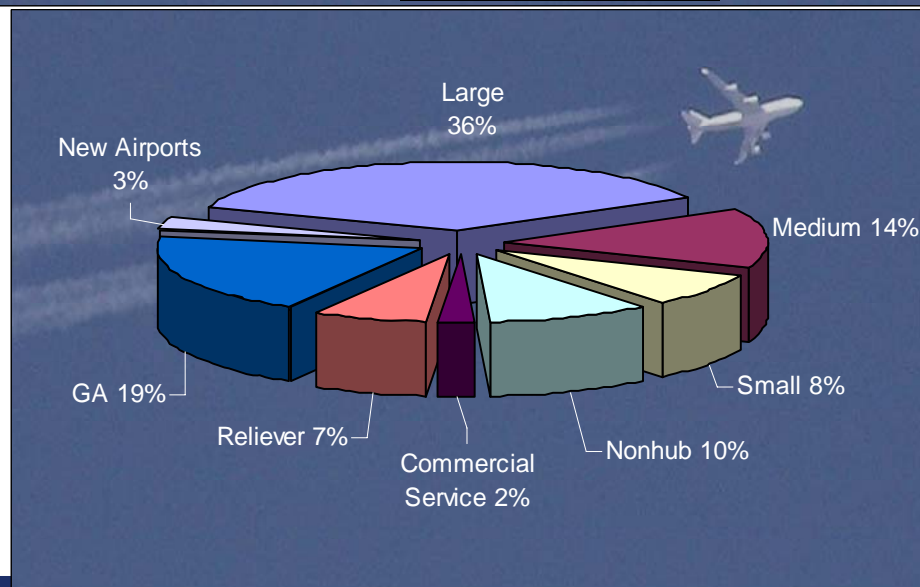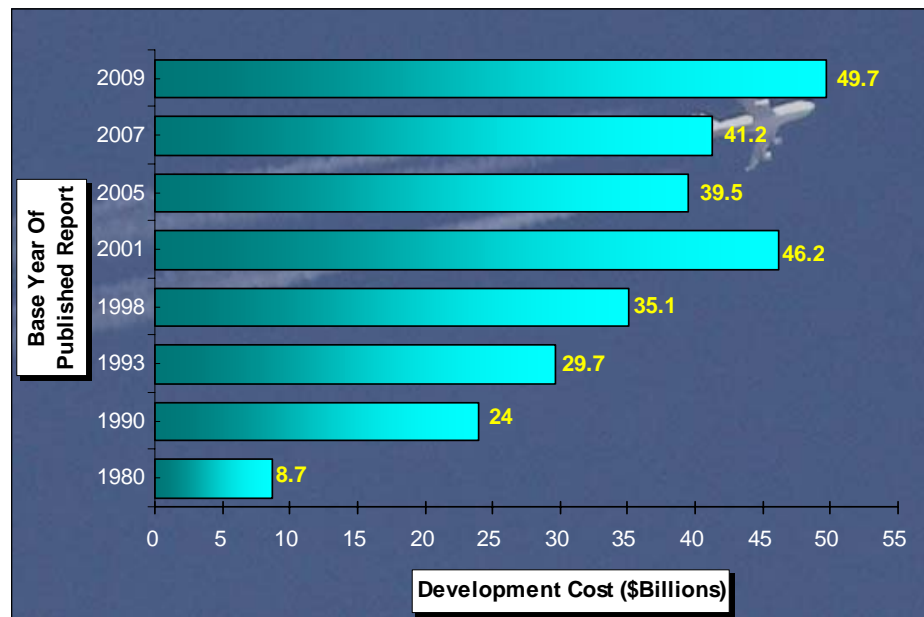(Safety, Rehabilitation, Capacity, Standards, etc)

Physical Component
(Runway, Taxiway Apron, Equipment, etc)

Type of Work
(Construct, Expand, Improve, etc)

Historic NPIAS Costs

Bar chart — Base Year Of Published Report vs Development Cost ($Billions):
- 2009: 49.7
- 2007: 41.2
- 2005: 39.5
- 2001: 46.2
- 1998: 35.1
- 1993: 29.7
- 1990: 24
- 1980: 8.7

Pie chart — Purpose of Work:
- Standards 27%
- Environ 5%
- Capacity 17%
- Terminal 18%
- Access 4%
- New Airport 3%
- Safety 4%
- Security 2%
- Reconstruction 19%

Pie chart — Airport type:
- Large 36%
- Medium 14%
- Small 8%
- Nonhub 10%
- Commercial Service 2%
- Reliever 7%
- GA 19%
- New Airports 3%

Development Needs Examples

- Runways, Taxiways, Aprons
  - ✈ Lighting, Marking,
  - ✈ Rehabilitation
  - ✈ Extension
- Terminals
  - ✈ Rehabilitation, Expansion, New
- Noise Mitigation
- ARFF Equipment, SRE
- Roadways
  - ✈ Access, Service
- Other
  - ✈ Safety Areas, RPZ's, etc

Summary of NPIAS Report 2009

- 3,411 public-use airports are projected to have AIP-eligible development needs of $49.7 Billion between 2009-2013
  - ➔ Cost estimates are 21% higher ($8.5B) than the previous report, reflecting rising construction costs
  - ➔ Development estimates increased for all categories of airports
- About 61% of development to rehabilitate existing pavement and keep airports up to standards for the aircraft that use them
- About 39% of development is to accommodate growth in travel, more passengers and cargo and more and larger aircraft

2011-2015 NPIAS Report to Congress

- Will capture development needed between 2011 and 2015
- Due to Congress by September 30, 2010

- **<u>Schedule for Updated Report</u>:**
  - ➔ **Summer - Fall 2009**: FAA will identify development needs and update development costs for all NPIAS locations
  - ➔ **December 2009**: Snapshot will be taken of airports and development data in FAA database for use in the report
  - ➔ **January – March 2010**: Review data and write report
  - ➔ **April – August 2010**: Coordination of report
  - ➔ **By September 30, 2010**: Transmitted to Congress

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